

DECREASE IN FREIGHT

TRAFFIC RECORDS LAST WEEK  
SHOW ONLY 13,978 LOADED CARS.

Beginning with Jan. 1, the Air-Line  
Will Make Record Time Between  
Louisville and St. Louis.

The train records show that 13,978 loaded cars were received and forwarded at Indianapolis in the week ending Dec. 23, against 13,608 in the week ending Dec. 22, a decrease of 3,690, and against 13,547 loaded cars in the corresponding week of 1893, or a decrease this year of 2,963, being the first week since last June in which fewer loaded cars were handled at this point than in the corresponding week of 1893. The decrease in the first half of last week was due to Tuesday being a holiday, no freight trains being run. On Thursday the sudden cold weather put a perceptible check on freight traffic, and in the Northwest and East heavy snows made the movement of freights slow. Freight men say that the falling off in business cannot be due to a lack of freight, as the weather would naturally make grain, live stock and coal move more freely. Eastern and live stock being forwarded, and but for the weather conditions the movement would have compared favorably with preceding weeks of October, November and December. It is stated that there are large numbers of cars standing on side tracks loaded with freight, and that the power will be moved as soon as the power is sufficient to haul it. West-bound business, as usual, is slow, and the business in the East, at a minimum, and light business is looked for until February. Local business, that of last week, was made up of hogs, cattle, coal and grain, for a month past, are largely in excess of the corresponding period of 1893, and the business is expected to continue with late December last year. The outlook for January is favorable, as there are large quantities of corn to be marketed, and considerable live stock. Should the cold weather continue the coal traffic will be large, as everywhere light stock is in store.

Below is given the car movement for the weeks ending Dec. 23 and Dec. 22 and the corresponding week last year.

Name of Roads.	Dec. 23, 1893.	Dec. 22, 1893.	Dec. 23, 1894.
L. & N. & C. Air-line	230	419	272
L. & N. & C. W.	302	406	412
L. & N. & C. R.	24	24	24
L. & N. & C. W.	375	561	483
Penn.-L. & N.	543	713	398
Penn.-L. & N.	88	88	88
Penn.-L. & N.	440	609	410
Penn.-Columbus div.	1,334	1,834	1,632
P. & E. East div.	1,549	1,549	1,549
P. & E. West div.	665	879	1,045
Big Four-Chicago div.	1,387	1,878	1,827
Big Four-Cincinnati	1,196	1,234	1,242
Big Four-St. Louis	1,441	1,812	2,283
Big Four-Cleveland	1,447	2,022	1,852
Vandalia	1,738	2,303	1,596
Totals	13,578	18,968	13,978
Empty cars.	2,830	5,448	4,622
Total movement.	17,808	23,546	17,599

Improvements on the L. & E. St. L.

A railroad man who has been for years interested in roads in the southern part of the State and who has recently had occasion to ride over the Louisville, Evansville & St. Louis, makes the following statement regarding the condition of the property: Since the opening up of the Air Line through St. Louis in July, 1890, its passenger schedules have been the same; the night trains have made faster time than the day trains of competing lines, but the day trains have made similar time by an hour, although the Air Line is the shortest route by fifty-three miles. Since Mr. E. O. Hopkins, receiver and general manager, assumed the management of the property he has been working with a view of quickening the speed and making a schedule faster than other lines between Louisville and St. Louis. The extensive improvements to the track and equipment have been made that possible and on Jan. 1 a schedule will become effective, the maintaining of which will give the Air Line the fastest day and night trains between the two cities mentioned. It is intended also to shorten the time of travel on the road by the fact, the time of every passenger train on the road will be altered on that date. As compared with competing lines, the schedule of trains will be later and arrival earlier. While the winter is a bad time to increase the speed of a train, it will be only about 50 per cent. of what the track and equipment will admit of. Next spring it is contemplated to greatly increase the speed, which the marked improvement in the property will warrant. The greatest improvement will be the replacement of Golden Hollow and Twin trestles with steel viaducts. They were long, high wooden trestles, and they served their day, on which account renewal was essential. The viaducts are magnificent specimens of the art of bridge building, as good as are to be found in the country. The track has been renewed in general, steel rails, the ties have been replaced, and the station buildings and platforms have been rebuilt and present an entirely new appearance. Such improvements as noted certainly will bring about the most gratifying results, fully repaying the management for the outlay by increase in passenger and mail revenue, as well as freight, which must follow such marked improvements.

Train Notes.

The in-bound movement of loaded cars over the Indianapolis & Vincennes showed some improvement, the road bringing in 48 cars of coal.

The unfavorable exhibits of the Lake Erie & Western and the Monon are due largely to the snowstorm of Thursday and Friday, which passed over the northern part of the State.

The Pennsylvania lines last week handled at Indianapolis 3,149 loaded cars, which was 50 fewer than in the week ending Dec. 15, and 1,861 fewer than in the week ending Dec. 15.

The Vandalia last week touched the lowest figure in the month, bringing in only 1,596 loaded cars, against 1,334 in the week preceding, and forwarding West but 77 loaded cars.

The Peoria & Eastern dropped to the lowest point in car movement in many months, handling at Indianapolis, on both divisions, but 2,304 loaded cars, which was 433 fewer than in the week ending Dec. 22.

The empty car movement westward continues heavy. The Vandalia last week handled westward cars, the St. Louis division of the Big Four 482, the Chicago division 330 and the Indianapolis & Vincennes handled south 42 empty cars.

The Big Four lines proper handled at this point in the week ending Dec. 23, 6,598 loaded cars, a decrease, as compared with the week ending Dec. 15, of 1,387 fewer than in the week ending Dec. 15. The decrease was quite equally divided between the divisions, the latter being troubled more or less by snow in the movement of trains.

Personal, Local and General Notes.

W. H. Smith, general manager of the Louisville & Western, who is well known in this section, is in the city.

Wm. F. Geisert, who has been in the auditor's office of the Vandalia seven years, has retired to-day to engage in commercial pursuits.

H. C. Vincent, on Jan. 1, becomes general passenger agent of the Toledo & Ohio Central extension, with headquarters at Marietta, O.

The severe cold weather has tied up the boats of the Big Four and the Vandalia, which ply between Milwaukee, St. Joseph and Benton harbor.

The Southern Pacific has on its staff as Chinese passenger agent L. Yam San, who is accounted an expert in his own line, and is an imaginative man in the company's service.

The friends of J. G. Ruple, who retires as district passenger agent of the Pennsylvania Company, have given him a testimonial with an elegant gold watch and chain.

On E. Grady, ex-trainmaster of the Lake Erie & Western, has accepted a good position on the Mississippi River & Bonne Terre road, with headquarters at Bonne Terre, Mo.

A. M. Stewart has been appointed live stock agent of the western division of the New York, Lake Erie & Western lines. Mr. Stewart was for many years live stock agent of the Bee line.

The Baltimore & Ohio and the Pittsburgh & Western are to put on a fast freight line independent of other lines between Chicago and New York, the trains to be run on fast schedules.

W. E. Kelly, general manager of the Railway Officials' and Employees' Association, who has been in the Northwest several days, returned yesterday. While at

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